

WEEKLY REVIEW OF PATENTS.

The business of the Patent Office for the week ending Sept. 20, included cases of unusual importance. The 76 original inventions have an appearance of more than ordinary utility, while in the reissues we find the ten patents of C. H. McCormick, on the "McCormick Reaper," and Royal E. Howe's patent of fourteen claims, on the "House-Producing Telegraph." Railroad Sleeping Cars are again becoming necessities, on such of our roads as run night trains. Many patents have already been granted for car furniture, so constructed as to answer the double purpose of seats by day and berth by night, some of which are tolerably convenient and comfortable, though none, as yet, fulfill all the requirements of taste, convenience, comfort and health, the latter of which can only be acquired through a device admitting of perfect ventilation.

Eli Wheeler of Elmira, N. Y., patents an "Improvement in Railroad Car Seats," the seats and backs being upholstered on one side for seats, and on the other for comfortable couches, into which they may be conveniently changed, while the car is in motion. The bed clothing is contained in a box under the seat, which is exposed, and may be removed, while making the change. Skeleton partitions are so arranged as to be closed if required, dividing the car into state rooms of four berths each. Some of these cars have been used several months on the New-York and Erie Railroad.

As a great proportion of the motive power used for driving machinery is lost in overcoming friction, compositions of soft metals are often used for the bearings of journals in cast-iron boxes. To improve and facilitate the application of such compositions, C. W. Griffith of Dayton, O., patents a "Gage and Box, for Casting Journals in Soft Metals," which consists of a loose, removable gage, combined with a hollow box, in such a manner as to hold the shaft in its proper position, and at the same time prevent the molten metal that forms a box around the shaft from running out.

An "Improved Trolling-Bar for Catching Fish," by Riley Haskell of Painesville, O., is a patent that will not fail to interest sportsmen. It consists in forming the body of artificial fish in two detached parts, the head and forward part being stationary, and weighted on the under side to keep it in a natural position, while the tail end revolves in the water.

Carpets are seldom taken up and cleaned as frequently as is desired, owing to the disagreeable labor of loosing the fastenings and again tacking down when replaced. Several labor-saving devices have been patented for fastening carpets, all of which have too little merit to bring them into use. Geo. G. Noyes of Worcester, Mass., has an improved Carpet fastener, which consists of a simple short bit or bar of iron, the bottom side being provided with sharp spurs, and the outer end with a small hook. In its application, it is hooked into the edge of the carpet where it is placed on the floor, and a slight pressure enters the spurs, holding it fast without a permanent attachment, and can consequently be easily detached.

But few striking improvements have for a long time been made in Threshing-machines, owing to the perfection with which they do their work, but the immense quantity of dust and chaff they put into motion, renders their attendance particularly disagreeable. To remedy this, Joshua Kollman of Sinking Springs, Pa., patents the application of one or more independent fan blowers, so attached to the outside of the machine as to prevent the dust from reaching the attendant.

The field for inventors in electrical science has a vast area, and as past discoveries have been so easily applied to practical purposes it is surprising that so few scientific inventors give it their attention. Electricity may be made to produce motive power, either through the medium of heat, or magnetic attraction; and as it may be produced or collected and stored up by the expenditure of power alone, there is certainly a possibility, through careful observation of its laws and inventive genius, to conceive and construct devices by which it may be made self-generating, and furnish a surplus of power for other purposes.

An "Improved Electrical Heating-Apparatus," by Geo. B. Simpson of Washington, D. C., consists in the insulation of a metallic coil, or helical electrode, and the successful generation of heat, by passing currents of electricity over an insulated coil of platina, or other metallic wire.

Nathan Sargent of Charlestown, Mass., claims as a new article of manufacture, "A Panoramic Table-top," which consists of a table having suitable mechanism attached, to exhibit a long canvas, by passing it over its top, thus changing the appearance of the top, or table cover, without changing the cloth itself.

ARMY AND NAVY INTELLIGENCE.

Advices have been received from the command of Lieut. Underwood, U. S. A., at Salomon River, Yreka, California, where it was temporarily located during the time a small exploring party was selecting a site for a permanent military post. This news is dated the 10th of August.

The detachment of troops, under command of a Sergeant, which was sent to pursue the Indians who murdered Dr. Fitch at Warm Springs, had returned to Fort Dal as last accounts.

The report of the expedition sent by Col. Beale to explore the resources of the Owen's Lake country, is shortly to be submitted to the authorities. The expedition consisted of a detachment of the First Dragoons, under command of Capt. Davidson. The party carried with it only one howitzer and one wagon in addition to the ordinary park train.

The naval expedition organized for service of a scientific nature in regard to the "historical remains of the ancient dominions of Maine," has had the commencement of its duties postponed for the present. It has been considered advisable to defer the initiatory movements of the expedition "to the 15th of June, next ensuing," the day and the month in which Commodore Weymouth made his departure from his anchorage under Manhattan Island. The United States steamer Corwin is to be engaged in this interesting duty.

At last advices from the Brazil Squadron (the 10th of August), the United States brig-of-war Perry and Bainbridge were in the La Plata; the Dolphin and the sloop-of-war John Adams were in Rio. Trouble had occurred among the officers of the British Squadron, which resulted in a lieutenant being court-martialed and sent home disgraced.

Preparations are being made at the Boston Navy Yard to commence operations on the United States steam-frigate Minnesota. The Minnesota is considered the finest and most useful steamer in the Navy, and the shattered condition in which she returned from the East, without any apparent exhibition of inefficiency, is a matter of discussion among naval people.

News from the East Indian Squadron reports that the officers of the sloop-of-war Germantown expected their ship to be ordered home before the middle of August, and that they would be in the United States early in the year 1860.

To-day Com. Stewart hoists his flag as Senior Captain of the United States Navy at Philadelphia. The steamers Wyoming and Crusader—the former for the Pacific and the latter for the Gulf of Mexico—are expected to sail from Philadelphia to-morrow.

COUNTERFEIT MONEY RECOVERED.—Officer Fitzmaurice, of the Second Precinct, having occasion yesterday to search the premises in Ridge street, near Grand, formerly occupied by John Snooks, the forger, found a large pile of counterfeit bills, amounting in all to \$3,000. Snooks and his mistress lived in the house for some time before his arrest, which occurred about a month ago, and they are supposed to have disposed of a large amount of these spurious bills. The bills are counterfeit of the issue of six different banks, and are likely to deceive. Among them are "ones" on the Memphis Savings Institution Bank, Memphis, Tenn.; "twos" of the same, having for a vignette two females, a locomotive and train of cars, and a head of Washington. "Twos" on the Bank of Commerce,

Baltimore, Md.; "Twos" on the Bank of Commerce, Providence, R. I.; "Twos" on the Bank of Commerce, Cleveland, Ohio. The vignette in the three last mentioned is the same as that used for the "twos" of the Memphis Savings Bank. These are manufactured so that the name of the bank and State can be inserted at the option of the counterfeiter. There was also a form of black bill, designed for the State of New Jersey, with blanks for the names of the bank and town, by which means any bank could be counterfeited. There was also a number of figures of different denominations, printed for the purpose of changing the face of good bills to a higher amount. The bills were taken care of by the Deputy Superintendent of Police, at whose office they can be seen by any person interested in them.

MARINE AFFAIRS.

TRIAL TRIUMPH OF THE NEW PROPPELLER HENRY ANDREWS.

The new steam propeller Henry Andrews, of the "Switzerland Line" of this city, went on her trial trip yesterday afternoon up the North River, with a large number of guests from the Corn Exchange on board. The Henry Andrews was built in Albany for Redfield & Co. of this city, and is 400 tons burden. Her engines were built by Fletcher & Harrison of this city, and are about 33 horse-power. She is built after the most approved model, and neither sails nor expense have been spared to make her one of the strongest boats running between this city and Albany. She will be employed in the freighting business. The expenses attending the building of this propeller will amount to \$50,000. Her capacity is 1,500 barrels of flour.

REBURNING OF SUNKEN SHIPS.

One thousand and twenty-five wrecks a year, has been the average of five years—each year less amounting to more than eleven millions of dollars. So says *The Times*, in an article on the "Mammoth Derrick," or new invention which can raise sunken ships like corks from the bottom of the sea. "It is a new day in England," it says, "in the world of shipwreck. It will raise to the surface the largest ship ever sunk, pump it out at the rate of sixty tons of water a minute, and hold it fast until it is either put into floating condition, or stripped of its valuables. All it requires is a good hold, and it can get deeper than divers ever could. As to ordinary wrecks of one thousand to two hundred, or one thousand four hundred tons, which are not so much as the capacity of the great derrick, it would simply pick them up from the bottom, carry them ashore, and land them high and dry on the beach. It would, in fact, be a sort of a great derrick, and would be able to raise any ship that could be raised by the aid of the Great Eastern. Such being the enormous capacity of the engine, a glance at the wrecking statistics will reveal an ample field for its labors. On a single day, in 1851, one hundred and twenty-five wrecks were reported. In 1852, one hundred and thirty-five wrecks were reported. In 1853, one hundred and thirty-five wrecks were reported. In 1854, one hundred and thirty-five wrecks were reported. In 1855, one hundred and thirty-five wrecks were reported. In 1856, one hundred and thirty-five wrecks were reported. In 1857, one hundred and thirty-five wrecks were reported. In 1858, one hundred and thirty-five wrecks were reported. In 1859, one hundred and thirty-five wrecks were reported. In 1860, one hundred and thirty-five wrecks were reported. In 1861, one hundred and thirty-five wrecks were reported. In 1862, one hundred and thirty-five wrecks were reported. In 1863, one hundred and thirty-five wrecks were reported. In 1864, one hundred and thirty-five wrecks were reported. In 1865, one hundred and thirty-five wrecks were reported. In 1866, one hundred and thirty-five wrecks were reported. In 1867, one hundred and thirty-five wrecks were reported. In 1868, one hundred and thirty-five wrecks were reported. In 1869, one hundred and thirty-five wrecks were reported. In 1870, one hundred and thirty-five wrecks were reported. In 1871, one hundred and thirty-five wrecks were reported. In 1872, one hundred and thirty-five wrecks were reported. In 1873, one hundred and thirty-five wrecks were reported. In 1874, one hundred and thirty-five wrecks were reported. In 1875, one hundred and thirty-five wrecks were reported. In 1876, one hundred and thirty-five wrecks were reported. In 1877, one hundred and thirty-five wrecks were reported. In 1878, one hundred and thirty-five wrecks were reported. In 1879, one hundred and thirty-five wrecks were reported. In 1880, one hundred and thirty-five wrecks were reported. In 1881, one hundred and thirty-five wrecks were reported. In 1882, one hundred and thirty-five wrecks were reported. In 1883, one hundred and thirty-five wrecks were reported. In 1884, one hundred and thirty-five wrecks were reported. In 1885, one hundred and thirty-five wrecks were reported. In 1886, one hundred and thirty-five wrecks were reported. In 1887, one hundred and thirty-five wrecks were reported. In 1888, one hundred and thirty-five wrecks were reported. In 1889, one hundred and thirty-five wrecks were reported. In 1890, one hundred and thirty-five wrecks were reported. In 1891, one hundred and thirty-five wrecks were reported. In 1892, one hundred and thirty-five wrecks were reported. In 1893, one hundred and thirty-five wrecks were reported. In 1894, one hundred and thirty-five wrecks were reported. 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In 2183, one hundred and thirty-five wrecks were reported. In 2184, one hundred and thirty-five wrecks were reported. In 2185, one hundred and thirty-five wrecks were reported. In 2186, one hundred and thirty-five wrecks were reported. In 2187, one hundred and thirty-five wrecks were reported. In 2188, one hundred and thirty-five wrecks were reported. In 2189, one hundred and thirty-five wrecks were reported. In 2190, one hundred and thirty-five wrecks were reported. In 2191, one hundred and thirty-five wrecks were reported. In 2192, one hundred and thirty-five wrecks were reported. In 2193, one hundred and thirty-five wrecks were reported. In 2194, one hundred and thirty-five wrecks were reported. In 2195, one hundred and thirty-five wrecks were reported. In 2196, one hundred and thirty-five wrecks were reported. In 2197, one hundred and thirty-five wrecks were reported. In 2198, one hundred and thirty-five wrecks were reported. In 2199, one hundred and thirty-five wrecks were reported. In 2200, one hundred and thirty-five wrecks were reported. In 2201, one hundred and thirty-five wrecks were reported. In 2202, one hundred and thirty-five wrecks were reported. In 2203, one hundred and thirty-five wrecks were reported. In 2204, one hundred and thirty-five wrecks were reported. In 2205, one hundred and thirty-five wrecks were reported. In 2206, one hundred and thirty-five wrecks were reported. In 2207, one hundred and thirty-five wrecks were reported. In 2208, one hundred and thirty-five wrecks were reported. In 2209, one hundred and thirty-five wrecks were reported. In 2210, one hundred and thirty-five wrecks were reported. In 2211, one hundred and thirty-five wrecks were reported. In 2212, one hundred and thirty-five wrecks were reported. In 2213, one hundred and thirty-five wrecks were reported. In 2214, one hundred and thirty-five wrecks were reported. In 2215, one hundred and thirty-five wrecks were reported. In 2216, one hundred and thirty-five wrecks were reported. In 2217, one hundred and thirty-five wrecks were reported. In 2218, one hundred and thirty-five wrecks were reported. In 2219, one hundred and thirty-five wrecks were reported. In 2220, one hundred and thirty-five wrecks were reported. In 2221, one hundred and thirty-five wrecks were reported. In 2222, one hundred and thirty-five wrecks were reported. In 2223, one hundred and thirty-five wrecks were reported. In 2224, one hundred and thirty-five wrecks were reported. In 2225, one hundred and thirty-five wrecks were reported. In 2226, one hundred and thirty-five wrecks were reported. In 2227, one hundred and thirty-five wrecks were reported. In 2228, one hundred and thirty-five wrecks were reported. In 2229, one hundred and thirty-five wrecks were reported. In 2230, one hundred and thirty-five wrecks were reported. In 2231, one hundred and thirty-five wrecks were reported. In 2232, one hundred and thirty-five wrecks were reported. In 2233, one hundred and thirty-five wrecks were reported. In 2234, one hundred and thirty-five wrecks were reported. In 2235, one hundred and thirty-five wrecks were reported. In 2236, one hundred and thirty-five wrecks were reported. In 2237, one hundred and thirty-five wrecks were reported. In 2238, one hundred and thirty-five wrecks were reported. In 2239, one hundred and thirty-five wrecks were reported. In 2240, one hundred and thirty-five wrecks were reported. In 2241, one hundred and thirty-five wrecks were reported. In 2242, one hundred and thirty-five wrecks were reported. In 2243, one hundred and thirty-five wrecks were reported. In 2244, one hundred and thirty-five wrecks were reported. In 2245, one hundred and thirty-five wrecks were reported. In 2246, one hundred and thirty-five wrecks were reported. In 2247, one hundred and thirty-five wrecks were reported. In 2248, one hundred and thirty-five wrecks were reported. In 2249, one hundred and thirty-five wrecks were reported. In 2250, one hundred and thirty-five wrecks were reported. In 2251, one hundred and thirty-five wrecks were reported. In 2252, one hundred and thirty-five wrecks were reported. In 2253, one hundred and thirty-five wrecks were reported. In 2254, one hundred and thirty-five wrecks were reported. In 2255, one hundred and thirty-five wrecks were reported. In 2256, one hundred and thirty-five wrecks were reported. In 2257, one hundred and thirty-five wrecks were reported. In 2258, one hundred and thirty-five wrecks were reported. In 2259, one hundred and thirty-five wrecks were reported. In 2260, one hundred and thirty-five wrecks were reported. In 2261, one hundred and thirty-five wrecks were reported. In 2262, one hundred and thirty-five wrecks were reported. In 2263, one hundred and thirty-five wrecks were reported. In 2264, one hundred and thirty-five wrecks were reported. In 2265, one hundred and thirty-five wrecks were reported. In 2266, one hundred and thirty-five wrecks were reported. In 2267, one hundred and thirty-five wrecks were reported. In 2268, one hundred and thirty-five wrecks were reported. In 2269, one hundred and thirty-five wrecks were reported. In 2270, one hundred and thirty-five wrecks were reported. In 2271, one hundred and thirty-five wrecks were reported. In 2272, one hundred and thirty-five wrecks were reported. In 2273, one hundred and thirty-five wrecks were reported. In 2274, one hundred and thirty-five wrecks were reported. In 2275, one hundred and thirty-five wrecks were reported. In 2276, one hundred and thirty-five wrecks were reported. In 2277, one hundred and thirty-five wrecks were reported. In 2278, one hundred and thirty-five wrecks were reported. In 2279, one hundred and thirty-five wrecks were reported. In 2280, one hundred and thirty-five wrecks were reported. In 2281, one hundred and thirty-five wrecks were reported. In 2282, one hundred and thirty-five wrecks were reported. In 2283, one hundred and thirty-five wrecks were reported. In 2284, one hundred and thirty-five wrecks were reported. In 2285, one hundred and thirty-five wrecks were reported. In 2286, one hundred and thirty-five wrecks were reported. In 2287, one hundred and thirty-five wrecks were reported. In 2288, one hundred and thirty-five wrecks were reported. In 2289, one hundred and thirty-five wrecks were reported. In 2290, one hundred and thirty-five wrecks were reported. In 2291, one hundred and thirty-five wrecks were reported. In 2292, one hundred and thirty-five wrecks were reported. In 2293, one hundred and thirty-five wrecks were reported. In 2294, one hundred and thirty-five wrecks were reported. In 2295, one hundred and thirty-five wrecks were reported. In 2296, one hundred and thirty-five wrecks were reported. In 2297, one hundred and thirty-five wrecks were reported. In 2298, one hundred and thirty-five wrecks were reported. In 2299, one hundred and thirty-five wrecks were reported. In 2300, one hundred and thirty-five wrecks were reported. In 2301, one hundred and thirty-five wrecks were reported. In 2302, one hundred and thirty-five wrecks were reported. In 2303, one hundred and thirty-five wrecks were reported. In 2304, one hundred and thirty-five wrecks were reported. In 2305, one hundred and thirty-five wrecks were reported. In 2306, one hundred and thirty-five wrecks were reported. In 2307, one hundred and thirty-five wrecks were reported. In 2308, one hundred and thirty-five wrecks were reported. In 2309, one hundred and thirty-five wrecks were reported. In 2310, one hundred and thirty-five wrecks were reported. In 2311, one hundred and thirty-five wrecks were reported. In 2312, one hundred and thirty-five wrecks were reported. In 2313, one hundred and thirty-five wrecks were reported. In 2314, one hundred and thirty-five wrecks were reported. In 2315, one hundred and thirty-five wrecks were reported. In 2316, one hundred and thirty-five wrecks were reported. In 2317, one hundred and thirty-five wrecks were reported. In 2318, one hundred and thirty-five wrecks were reported. In 2319, one hundred and thirty-five wrecks were reported. In 2320, one hundred and thirty-five wrecks were reported. In 2321, one hundred and thirty-five wrecks were reported. In 2322, one hundred and thirty-five wrecks were reported. In 2323, one hundred and thirty-five wrecks were reported. In 2324, one hundred and thirty-five wrecks were reported. In 2325, one hundred and thirty-five wrecks were reported. In 2326, one hundred and thirty-five wrecks were reported. In 2327, one hundred and thirty-five wrecks were reported. In 2328, one hundred and thirty-five wrecks were reported. In 2329, one hundred and thirty-five wrecks were reported. In 2330, one hundred and thirty-five wrecks were reported. In 2331, one hundred and thirty-five wrecks were reported. In 2332, one hundred and thirty-five wrecks were reported. In 2333, one hundred and thirty-five wrecks were reported. In 2334, one hundred and thirty-five wrecks were reported. In 2335, one hundred and thirty-five wrecks were reported. In 2336, one hundred and thirty-five wrecks were reported. In 2337, one hundred and thirty-five wrecks were reported. In 2338, one hundred and thirty-five wrecks were reported. In 2339, one hundred and thirty-five wrecks were reported. In 2340, one hundred and thirty-five wrecks were reported. In 2341, one hundred and thirty-five wrecks were reported. In 2342, one hundred and thirty-five wrecks were reported. In 2343, one hundred and thirty-five wrecks were reported. In 2344, one hundred and thirty-five wrecks were reported. In 2345, one hundred and thirty-five wrecks were reported. In 2346, one hundred and thirty-five wrecks were reported. In 2347, one hundred and thirty-five wrecks were reported. In 2348, one hundred and thirty-five wrecks were reported. In 2349, one hundred and thirty-five wrecks were reported. In 2350, one hundred and thirty-five wrecks were reported. In 2351, one hundred and thirty-five wrecks were reported. In 2352, one hundred and thirty-five wrecks were reported. In 2353, one hundred and thirty-five wrecks were reported. In 2354, one hundred and thirty-five wrecks were reported. In 2355, one hundred and thirty-five wrecks were reported. In 2356, one hundred and thirty-five wrecks were reported. In 2357, one hundred and thirty-five wrecks were reported. In 2358, one hundred and thirty-five wrecks were reported. In 2359, one hundred and thirty-five wrecks were reported. In 2360, one hundred and thirty-five wrecks were reported. In 2361, one hundred and thirty-five wrecks were reported. In 2362, one hundred and thirty-five wrecks were reported. In 2363, one hundred and thirty-five wrecks were reported. In 2364, one hundred and thirty-five wrecks were reported. In 2365, one hundred and thirty-five wrecks were reported. In 2366, one hundred and thirty-five wrecks were reported. In 2367, one hundred and thirty-five wrecks were reported. In 2368, one hundred and thirty-five wrecks were reported. In 2369, one hundred and thirty-five wrecks were reported. In 2370, one hundred and thirty-five wrecks were reported. In 2371, one hundred and thirty-five wrecks were reported. In 2372, one hundred and thirty-five wrecks were reported. In 2373, one hundred and thirty-five wrecks were reported. In 2374, one hundred and thirty-five wrecks were reported. In 2375, one hundred and thirty-five wrecks were reported. In 2376, one hundred and thirty-five wrecks were reported. In 2377, one hundred and thirty-five wrecks were reported. In 2378, one hundred and thirty-five wrecks were reported. In 2379, one hundred and thirty-five wrecks were reported. In 2380, one hundred and thirty-five wrecks were reported. In 2381, one hundred and thirty-five wrecks were reported. In 2382, one hundred and thirty-five wrecks were reported. In 2383, one hundred and thirty-five wrecks were reported. In 2384, one hundred and thirty-five wrecks were reported. In 2385, one hundred and thirty-five wrecks were reported. In 2386, one hundred and thirty